

IN THE CYCLING WORLD.

BICYCLE CALAMITY HOWLERS AT WORK.

LOCAL TRADE A LITTLE DULL OWING TO UNSETTLED WEATHER—NEW ROUTE TO THE MERRICK ROAD—RACING BOARD BADLY MIXED—CLUB NEWS AND NOTES.

It is only natural that the war talk and the miserable weather that has continued for nearly a month have more or less affected the bicycle industry in this district particularly. Local dealers have felt the depression for the reason that the public don't want to plough through mud and water to purchase a bicycle, or anything else for that matter. To say that the clothing, hat and general merchandise trade has been affected in like proportion would possibly not be far out of the way. With the weather that has obtained during the last four weeks, people did not think of buying bicycles any more than they did spring toppers, spring hats, low-cut shoes or fancy colored, lightweight neckties. As to the war with Spain, some riders have gone to the front, of course, but there

country. The drivers of heavy vehicles on Long Island realize the importance of keeping this road in good condition, and there has been an unwritten law there that the drivers should use the whole road going to and coming from the city, which prevented the cutting of ruts which always occurs when a beaten path is followed. The winter and spring has caused some nasty washouts on this thoroughfare. The main road is worn in places and the dirt has been washed into heaps at the side. The repairs can be made cheaper now than if the work is delayed. There is a new route opened up from Brooklyn to the Merrick and probably few riders are aware of it. By taking the appended route the rider will avoid Glenmore-ave., which is in bad condition, and a part of the road through Jamaica, which is not in much better shape. Go out Eastern Parkway and turn to the left into the Eastern Parkway extension. Follow Bushwick-ave. to Jamaica-ave. Continue out Jamaica-ave. until you get to the little church just back of and to the right of the road. This is Shaw-ave., and it is macadamized. Pass through this street until the railroad crossing is reached, and then continue out over the Rockaway Park Road through South Jamaica to the Merrick. One can ride all the way over either good asphalt, brick or macadam roads without meeting with many ruts or without dismounting.

The Racing Board of the League of American Wheelmen seems badly mixed and the members

week the number will be augmented by prominent riders who have been training further South. The Columbia team is training at Berkeley Oval. The men seem to be particularly well pleased with the new track there. The track is three and one-half laps to the mile, and when the new stands and clubhouse have been finished it will be one of the most attractive places of the sort in the country. The Columbia boys are confident that they will again capture most of the races held by the Intercollegiate Athletic Association. Powell is slowly but surely getting into condition, and his friends are not alarmed at the double defeat he received recently by his climatic Dawson, the "Adonis of Boston." Powell does not expect to be in his best form until June. He is generally recognized as the strongest amateur rider in the country to-day, and his friends expect him to break several records this season. Schwartz, Williams, Bird and the other members of the team are doing well. Yale, Princeton, Harvard and Pennsylvania will have to develop good riders indeed to capture prizes from this string of racers. There is also a small army of riders at work on the track at Manhattan Beach, whenever the weather permits. The first meet will be held there will be the first of the Quill Club Wheelmen on May 21. Men are still at work at the new track at Ambrose Park, South Brooklyn. The track is nearly ready for inspection to-day, and with clear weather a large attendance will be present to see it and the fast men circling around its curves. The managers expect great things on account of the track's accessibility to the lower end of the city.

The runs scheduled by the local organizations for to-day are as follows:
Greater New York Wheelmen, Valley Stream; Royal Arcadian Wheelmen, Bath Beach; Morris Wheelmen, Borden Point; St. Patrick's Locomotive Wheelmen, Valley Stream; Arion Bicycle Club, Rockaway Beach; Union League Wheelmen, Lynbrook; Century Wheelmen, College Point; Century Wheelmen, Oakdale; Bowling Green Wheelmen, Seaford; Riverside Wheelmen, Morristown; Landmark Wheelmen, Prospect; Empire State Wheelmen, Morristown; Manhattan Bicycle Club, Scotch Kings County Wheelmen, Prospect; South Brooklyn Wheelmen, Bergen Point; Williamsburg Wheelmen, Paterson; Brooklyn Ramblers, Lake Success; Valley Stream Wheelmen, Kings County; Tottenham Wheelmen, Tottenham; Long Island Wheelmen, Yonkers; Morris Wheelmen, Westchester; Long Island Wheelmen, Flushing; Long Island Wheelmen, Flushing; Defender Wheelmen, Roslyn; Arcadian Wheelmen of Jersey City, Staten Island; Castle Point Cyclists, Roslyn.

The enthusiasm shown by the members of the Century Road Club of America in their coming spring century run over the Brooklyn-Oakdale course on May 15 augurs well for the successful accomplishment of the undertaking. Never, perhaps, was such interest more widely manifested in a century run than has been created by the New York State division. It has almost assumed a national aspect. The New Jersey division comes to the front with a delegation of one hundred riders, Pennsylvania will send fifty, Massachusetts fifty, and nearly every other State to fifty riders. This promises to be the most interesting century run of the season, and the committee has made every arrangement for the welfare and comfort of the participants.

The Long Island Wheelmen have made up their club run schedule for May, and some delightful runs have been arranged for. The runs will be as follows:

May 1—Yonkers, distance about forty miles. Edward Aschert in charge.
May 8—Morristown, distance about fifty miles. H. H. Brown in charge.
May 15—Oyster Bay, returning via terrace place, distance about sixty-seven miles. T. H. Leaven in charge.
May 22—Bath Beach, distance about fifty miles. W. L. Scoville in charge.
May 29—Philmont, Saturday, May 28, meet at Staten Island Ferry, foot of Whitehall st., New York, for 10:30 a. m. last riding to Philmont, about fifty miles. Afternoon, Sunday, May 29, riding to Philmont, about fifty miles. Dinner at South's Restaurant, riding through Fairmount Park Sunday afternoon. Monday, May 30, dismounting day, century run from Philmont to Brooklyn via Plainfield, Morris, Roslyn and River in charge.

The Crescent Wheelmen on Wednesday gave an entertainment and reception which was the last of the old clubhouse at No. 194 Greenwich st. The club increased so greatly in membership that it was compelled to seek larger quarters, which the members have secured at North Moore and Varick sts. The house is being renovated for them. When completed, it will be one of the finest clubhouses in the downtown district. They will also give within the year three handsome gold medals to the rider who covers the most mileage and the one who attends the most club runs. The club runs for May will be to-day, to Nyack, on the 8th, the Firemen's

Ten dollars in gold—Given by Joseph H. Goodwin. Excelsior split second timer—Given by Captain Charles Croley.
One dozen linen handkerchiefs—Given by William W. Appel.
High grade sweater and pair of bicycle hose—Given by M. Appel.
Complete set of road books—Given by Alexander W. Gibb.
Bicycle saddle—Given by Dr. E. V. Brendon.
Pair bicycle shoes—Given by Dr. E. V. Brendon.
Bicycle foot pump—Given by James A. Gibb.

Every prize named will be awarded. There are no restrictions or provisos whatever. The member securing the greatest number of new members prior to January 1, 1899, will have first choice of the prizes offered; the member securing the second largest number, second choice; the third largest, third choice, and so on.

Official runs of the Red Hook Wheelmen for the next three months are as follows: May 1, Flushing, Long Island; May 8, Eagle Rock, N. J.; May 15, Amityville, Long Island; May 22, Manhattan Beach, Long Island; May 29, Yonkers; June 5, Fort George, N. Y.; June 12, Grant's Tomb; June 19, City Island, N. Y.; June 26, Coney Island; July 3, Stamford, Conn.; July 10, Silver Lake, Staten Island; July 17, Valley Stream, Long Island; July 24, Aycox Villa, Long Island; July 31, Long Branch, N. J.

The Roe brothers, of Patchogue, Long Island, have finally decided to have a bicycle race meet on Roe's track Decoration Day and are preparing to have it prove a success. The sanction has been received and every effort will be made to secure as good riders as possible.

They propose to offer good prizes to induce good contests, which will consist principally of unset diamonds, etc. They have also succeeded in getting the sanction for the one-mile Long Island championship race, which will be run on the same track, probably the last week in August. This race is considered the greatest of the year for Long Island riders, and no doubt will cause considerable enthusiasm and will bring out crack riders and a large attendance.

The second annual century run of the Plaza Wheelmen will be held on May 15 to Oakdale and return. There will be two divisions. The first division will start from Prospect Park at 6:30. The second division, which will be a fast one, will start at 8:30. The entrance fee will be 50 cents and the surplus for the 50 cents extra. For information apply to Secretary Thomas H. Rooney, No. 297 Flatbush-ave.

Cyclists generally recognize the sweater as the most comfortable garment when riding, but so far the somewhat untidy appearance has induced many to forsake them for an ordinary shirt. The one thing lacking when wearing a sweater is the possibility of using a linen collar. George Norris, of London, is now stocking a sweater light in texture and eminently suitable for cyclist's summer wear, fitted with an ordinary neckband to accommodate a linen collar. When using one of these sweaters the rider not only gets the comfort, but he can maintain an unblemished spectacle to the world, complete with linen collar and tie.

A good-fitting pair of cycling shoes makes a vast improvement in a rider's style or pace. It is a good plan to buy new shoes in the summer, when the stockings are worn, and by the time the winter season comes around it will be found that they are quite big enough to admit of thick woolen stockings being used.

When a hill has to be mounted, the cyclist should pedal evenly and quietly at first, reserving his energy for the last part of the incline, when the work will be far less exhausting.

A cyclist who passes a conveyance on the wrong side and meets with an accident puts himself out of court in case of damage to his machine or person.

Nobody takes ever fear the clutch of rheumatism who takes regular moderate exercise on his wheel.

When cycling, see that the clothing around the stomach, chest and neck is loose.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending their names and addresses to the Cycling Editor of The Tribune.

THE L. A. W. NATIONAL MEET. BOOBIERS PREPARING TO ENTERTAIN THE THOUSANDS OF CYCLISTS WHO WILL GO TO INDIANAPOLIS IN AUGUST.

Indianapolis, April 26 (Special).—The official race programme of the 19th Meet club of Indianapolis has been decided upon, and the experts who have examined it say that it is the greatest race programme ever arranged for a national meet. Herbert Foltz, chairman of the Race Committee, has spent weeks on the programme, and has called to his assistance all of the leading race promoters and members of the Racing Board and handicappers in the country. Many of these men were asked to prepare a programme for the three days race meet, and from the dozen submitted Mr. Foltz has incorporated some suggestions from each, and embodied them, together with his own, in the official programme for the race meet.

There will be three days of racing, with six races each day. The heats will be run in the morning, beginning at 9 o'clock, and the finals at 2 o'clock in the afternoon. There will be two or more championships each day, in addition to handiaps, pursuit races and multiple racing. No first prizes in the professional races at less than \$100, and in several of them the first money is \$500.

The big race of the first day will be a two-mile multiple handicap race, professional, amateur, for a purse of \$500. There will also be a day that day be the two-mile professional championship, for a purse of \$250.
The second day's programme has a star feature in the Great American Handicap, two miles, professional, for a purse of \$1,000, of which \$500 will be distributed in the trials and semi-finals. The first money in the finals will be \$200. This is the biggest race ever promoted at a national meet. The half-mile National championship will also be run on that day. The one-mile professional championship will be run the third day. But the leading feature of that day's programme will be the international pursuit race, which will call out all the foreign riders in the country. There will probably be in addition a middle-distance race at night, but the arrangements for this have not been completed.

NATIONAL MEET PROGRAMME.
First day:
One-mile handicap (professional, amateur), \$100, \$50, \$25, \$10, \$5.
Half-mile championship (professional, amateur), \$50, \$25, \$10, \$5.
Two-mile multiple handicap (professional, amateur), \$100, \$50, \$25, \$10, \$5.
Intermediate pursuit (professional, amateur), \$50, \$25, \$10, \$5.
Two-mile multiple handicap (professional, amateur), \$100, \$50, \$25, \$10, \$5.
Five-mile championship (amateur), \$25, \$10, \$5.
Second day:
One-mile handicap (amateur), \$25, \$10, \$5.
Half-mile National championship (professional), \$50, \$25, \$10, \$5.
Quarter-mile championship (amateur), \$25, \$10, \$5.
One-mile handicap (amateur), \$25, \$10, \$5.
Great American handicap (two miles, professional), \$1,000 in trials and semi-finals, \$500, \$250, \$100, \$50.
Two-mile championship (amateur), \$25, \$10, \$5.
Third day:
Two-mile National championship (one mile, amateur), \$25, \$10, \$5.
Two-mile handicap (professional), \$100, \$50, \$25, \$10, \$5.
Intermediate team pursuit (professional, amateur), \$50, \$25, \$10, \$5.
Two-mile handicap (amateur), \$25, \$10, \$5.
Two-mile handicap (amateur), \$25, \$10, \$5.
Two-mile handicap (amateur), \$25, \$10, \$5.

The war has not in any way affected the enthusiasm of the members of the 26 Meet club, and they are going steadily about their work of preparation for the national meet. The club has been very successful in its work. The track company has been doing everything in readiness to begin work on the new track, and the club has been very successful in its work. The club has been very successful in its work. The club has been very successful in its work.

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COLUMBIA'S FAST TANDEM TEAM.

are thousands who did not get the chance, and there are many thousands who are waiting for settled weather to get out on the road. The conditions have furnished the calamity howlers with an opportunity to sound their tale of woe and they have not been slow to take advantage of it. It is surprising to some of the manufacturers that sometimes the howlers come from sources which are supposed to protect and encourage the trade. The officials of certain trade publications seem to have been scared out of their wits at a little rainy weather, and possibly the chance that some of them may be called upon to take up arms for their country. The splendid trade experienced by the manufacturers and dealers throughout the country during the fine weather of March was a pretty sure indication that this would be a good year for the wheel. The subsequent bad weather has caused a slight dropping off in trade, but to call it a slump is fudge and nonsense. The effect has been felt here more than in any other section of the country. New-Yorkers don't enjoy wheeling in chilling rains and mud and they will have none of it. In other places, perhaps, the people are not so careful. On the last three Sundays the cyclists who were out in the afternoon and rode any distance from their homes were caught in heavy thunder-storms and were thoroughly drenched. All are hoping, however, for better weather in May. If their hopes are realized the number of bicycles on the roads and the happy faces of the dealers and makers will make the calamity howlers take to the woods. Some few makers have felt alarmed and have greatly curtailed their advertising. They will see their mistake later and the sensible maker who has courted publicity right along will reap the profit which is deservedly his. Officials of the Board of Trade and Cycle Manufacturers say that they find the trade throughout the country prosperous and conservative. They say that the large manufacturers are filling orders promptly and yet that there is no chance of an overproduction.

Theodore F. Mercede, well known in the trade and in wheeling organizations generally, is a man who keeps pretty well posted in cycling matters. When seen yesterday he was in a talking mood, and he discussed the cycling conditions with a precision that showed careful thought and a knowledge of the question at issue. "People are a little excited and feverish just now," he said, "but that feeling will soon wear off. Within a week or ten days we will be able to determine pretty accurately what will be the outcome of the present difference with Spain. But this war talk has not injured the bicycle industry nearly so much as the wretched weather we had during the month of April. Just give us four or five days or a week of warm, sunny weather, and the calamity howlers will be ashamed of themselves. There has been no slump in the market, and I find that the feeling of depression is more local than it is general. I find that this feeling of depression, although it is not as great as has been said, extends practically within a radius of a hundred miles of this city. We had a phenomenal March, and the trade was more encouraging all along the line. With continuous rain, mud, and cold and unreasonable weather, the local trade, of course, fell off. Then there was another thing which has been forgotten by some of the manufacturers and dealers. When that wonderful rush for bicycles came in March some of the makers and dealers were not ready for it. Their supply of wheels on hand in some cases was limited, and in consequence, purchasers were compelled to wait. Then the disagreeable weather came along, and the intending purchasers probably decided to wait until the clouds rolled by. The reports we have from dealers throughout the country continue to be decidedly encouraging, and all seem confident that they will do a better business this year than was the case in 1897. The orders of the majority of them are ahead of this time last year."

With pleasant weather to-day there promises to be a large turnout of riders. Many clubs have arranged runs, and the thousands of unattached riders will be out in force. The rain has, of course, put the dirt roads of the surrounding country in bad condition, and washouts are frequent on many of the fine macadamized roads of nearby New-Jersey, Staten Island and Long Island. Repairs should be made as soon as possible, and as this is an era of good roads they will probably be made without loss of time. One of the finest roads of the district is that one on Long Island known as the Merrick Road. This thoroughfare has been the pride of residents of Long Island for several years. The wheelmen delighted to take visiting friends over this smooth and beautiful stretch of road, and to listen to their utterances of admiration. Free from troublesome hills and as smooth as the so-called "sandpapered" roads about Boston, the Merrick showed a procession of happy wheelmen on pleasant holidays and Sundays such as could be found in few other sections of the

of the organization who have been declaring that the League ought to give up the control of racing are having an inning. One of the staunch supporters of the L. A. W., who has always maintained that the League should continue to control the sport, talked yesterday with W. S. Bull, the secretary of the New-York Division of the L. A. W. "You know," said he, "I have always contended that the League should retain the control of the sport, believing that if it allowed it to go into other hands the cause of the organization would be injured. But from the way that things have been managed this year I am beginning to think that the L. A. W. will have to give it up to save itself. The trouble began with that short-track scandal in Madison Square Garden last winter, and it has been getting worse ever since. Of course, some of the track-owners and promoters say that they have no fear of conflicting dates and that they are willing to take chances. They are honest enough in what they say at present, but when they get their fingers burned they will talk differently. The idea of not protecting a National circuit meet and a State meet



I. A. POWELL, The Amateur Champion.

is simply suicide. Do you suppose that clubs and promoters are going to continue to pay \$25 for a National circuit sanction when it gives no protection, when they can get an ordinary sanction for \$5, which this year will serve the same purpose? The division itself is naturally interested, in a financial way, in the success of a State meet, and the member of the Racing Board who allows a direct conflict with such a meet is not doing his duty to the division which is paying him a salary. If outside promoters desire to conflict and fight each other let them do it, for the League has nothing at stake. When, however, the National Board cannot or will not protect its National circuit, and members of the State Board do not protect its State meet, then it is about time for the League of American Wheelmen to give up the control of racing and go to digging potatoes or following some other pursuit where mental capacity is not a necessary qualification for the successful completion of the work." And the L. A. W. worker walked out with the air of a man who had said something which had hit the nail squarely on the head, and he had. Secretary Bull sat in deep thought for several minutes, but said nothing. He couldn't.

There is already a small army of racing men in this district, and by the end of the present

Century, on the 15th, Bowling Green Century, on the 22d, Ravens' Century, on the 29th and 29th there will be a club run from New-York to Philadelphia.

In order to increase the membership of the Century Wheelmen, and thus hasten the building of a new clubhouse, some of the members of the organization have joined hands with the club in its endeavor to promote the success of the movement by donating a number of prizes, to be awarded to the members securing the largest number of new members during the year 1898. The list of prizes (which may possibly be added to from time to time) is as follows:

Tandem, either combination or double diamond frame—Given by President Matthew Gibb.
High grade bicycle—Given by George R. Johnson.
Gold-filled Waltham watch—Given by John J. McGraw.
Gold club emblem, with diamond hub—Given by the club.
Imported German oak casket clock, calls the quarter, half, three-quarter and hour, etc.—Given by William Malher.
Twenty-five dollars in gold—Given by James O'Neill.
Five-thousand dollar gold insurance policy (one year)—Given by the Century Wheelmen.
Official club uniform and cap—Given by George Burghen.
Two hundred and fifty cigars—Given by Henry Phillips.
Two hundred cigars—Given by John Schuler.
Fair hair—Given by William R. Smith.

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roads of Little Ferry, N. J., fair to good. Hackensack and Ridgewood, N. J., fair to good. Macadam roads of Suffern, N. Y., good; earth roads, muddy. Roads of Turners and Monroe, N. Y., fair, somewhat wet and muddy. Roads of Greenvale, Chester, Goshen and Middletown, N. Y., more or less muddy; macadam roads of Middletown fair. The macadam and earth roads of Harrington Park, N. Y., fair. Roads of Valley Cottage and New West Norwood, N. J., rather muddy; with one day's sun and a brisk wind they will be much improved. Roads of Fairview, N. Y., fair to good; earth roads somewhat rough. Roads of Tappan and Nyack, N. Y., muddy somewhat rough. Nanuet, N. Y., fair. Roads of Valley Cottage and New City, N. Y., rough; side paths of New-City in fairly good condition. Roads of Haverstraw and West Haverstraw, N. Y., fair to good; earth roads somewhat dry. Roads of Fort Montgomery and Jones Point, fair to good. Macadam roads of Cranston, N. Y., good. Earth roads of West Park, N. Y., good. Roads of Cornwall, N. Y., muddy. Earth roads of Roseton, N. Y., good. Earth roads of West Park, N. Y., good. All roads of Ulster Park, N. Y., muddy.

TRICK TO SELL CANCELED STAMPS.

Francis B. and Edward McNally, of No. 65 Morton-st., were arrested yesterday afternoon by Post-office Inspectors Jacobs and O'Brien, in the office of the Swayne Manufacturing Company, at No. 25 Beekman-st., for attempting to sell 37 worth of cancelled two-cent postage stamps. From a lot of cancelled stamps they had taken out the 37 which had been washed the cancellation marks. The McNallys were held by Commissioner Scales at 100 West 4th-st.